

IN THE RAILROAD WORLD

HATS OFF TO MEN IN THE CABOOSE

THOSE WHO HANDLE FREIGHT PAY THE RAILROAD BILLS

DON'T WEAR BRASS BUTTONS

1908 Passenger Traffic Only Totalled \$600,000,000—Broad Cloth and Gold Braid Looks Nicer, But These or the 18-Hour Trains Would Not be in Evidence But for Less Stylish Brothers.

Hats off to the man who handles the freight. He wears no brass buttons, rides in no vestibuled Pullmans, doesn't get on to the first pages of the newspapers, and has no handsomely illustrated booklets printed advertising the swiftness and luxury of his trains, said a prominent railroad official the other day. He can afford to leave all that sort of thing to his brothers of the passenger service. For he—the freight man—is the chap who pays the bills. In the last year, while the passenger business was collecting \$600,000,000 from the public, the freight man poured a golden flood of nearly two billions into the railroad strong box. But for him there would be no dividends, no millions, to spend for great terminals, long tunnels through the mountains, and rock ballasted double tracks over the plains. The conductor of the "flyer", boots polished, nails manicured, uniform spotless, is doubtless handsomer. But Mike and Tom and Johnny in their overalls and blue jeans are the men who make eighteen hour trains possible. When it comes to real railroading the passenger people are ladylike amateurs. The freight men are the real thing.

Altogether there were 874,000,000 passengers who took railroad trips last year. In the same time 1,800,000,000 tons of freight went traveling. The average passenger journeyed 32 miles. The average ton of freight was hauled 242 miles. Freight trains, in the aggregate covered almost ten times as many miles as passenger trains. And that gives the passenger service credit for all the fussy little suburban runs that an able bodied freight man would laugh at.

Passenger service is a convenience and a luxury. Men can ride horseback all, if that is necessary. But when it comes to moving steel, and flour, pianos, and lumber, and coal it takes freight cars, and lots of them. The freight train is the agent of civilization. It is the real creator of wealth. After the explorers and the pioneers and the missionaries have worked for years and made little impression, the opening of a good, active freight line will in a year

turn a howling wilderness into a center of sweetness and light.

In 1880 a total of 35,000 tons of freight was laboriously carted over the mountains to the Pacific coast along the old Santa Fe trail. Today, running along practically the same route, a single freight train carries 1,500 tons of freight straight through to San Francisco. In 12 hours a single road will haul as much over the mountains as it took 12 months to transfer 50 years ago.

And when it comes to real head work, and good management, the passenger men are mere children in comparison. A certain freight yard is more than five miles long. All told, it has a couple of hundred miles of switches to be operated. Into that yard on a busy day 250 big freight trains may run, bringing 8,000 freight cars, loaded with millions of dollars worth of goods, bound east and west and north and south. Every one of those trains may have to be split up into its units and the cars bound in the same direction united again into new trains. The man who has his work to do is the yardmaster, and his job is one that would drive any passenger person into an insane asylum.

RAILROAD NOTES—

Fireman J. E. Shaw has been assigned to regular duty on engine No. 1653. Conductor C. E. Rainey and crew have been assigned to duty on the work train at Domingo.

Fireman Fields has reported for duty on engine No. 2403, (Uncle Dick) for duty in the local yards.

Engineer George Sells has reported for duty on engine No. 1646 to which he was recently assigned for regular duty.

Conductor Clevenger is holding down Conductor Burks' car while the latter is on duty with the "brass button brigade."

Brakeman E. J. Howard has recovered sufficiently from the pains of a sore foot to resume his duties in the freight service again.

Engine No. 1601 was turned out of the local shops for duty again yesterday after having occupied a stall for a short time receiving repairs.

Engineer Jack Lowe has reported for duty on engine No. 1213 which was sent to Raton yesterday on account of the shortage of passenger engines.

Fireman J. A. Bailey and wife are the proud and happy parents of a bouncing baby boy who arrived yesterday afternoon to bless the Bailey home.

Fireman Brennan will do "scoop" duty on engine No. 1646 during the absence of Fireman R. R. Green who has laid aside the tools of labor for a few days.

Conductor Eastman and crew of the freight service handled delayed No. 1 out of this place Thursday night on account of the shortage of passenger crews at this place.

Conductor Leach piloted engine No. 0139 to Raton yesterday which was enroute from San Marcial to the La Junta shops for a general overhauling for branch service.

Conductor J. W. Burks has been assigned to Conductor Fugate's run in place of Conductor T. V. Bryant. Conductor Burks having more "whiskers" than Conductor Bryant.

Engine No. 0139 was entrusted to the care of Engineer Whittaker and Fireman Thomas yesterday who handled the engine as far as Raton from which point it was taken to the La Junta shops.

Brakeman A. F. Youngston will handle the duties of flagman on Conductor Pritchett's crew during the absence of Brakeman Naudstrom who was called to La Junta yesterday morning on account of a death in his family.

Engine No. 1607, formerly in service on the third district, and which has just been discharged from the La Junta shops for duty and assigned to the second district, has been given to Engineer Van Arsdale and Fireman McRae.

Switchman B. F. Munnigall has returned to his duties of bending rails in the local yards after being off duty for a few days. Brakeman Volkner who has been in the night switching service in place of Munnigall has been placed back on the line up of extra brakemen.

Engineer Quigley and Fireman Barton deadheaded to Albuquerque yesterday to take engine No. 1619 out of the shops at that place, it having been overhauled and repaired in the Duke city. Engineer Quigley and Fireman Barton have been assigned to this engine for regular duty.

Mrs. Lou Van Arsdale presented her husband with a bouncing baby boy yesterday afternoon. The youngster already resembles its daddy and Lou says the young heir will be running one of the big 1700 type pretty quick. Lou was seen around the local shops yesterday with one of those smiles that never wear off, but wasn't saying a word.

Engine No. 1309 another of the largest of the locomotive passenger engines arrived in the city Thursday night and left yesterday morning about 7:20 for Albuquerque. The engine took 850 tons out of this place. Conductor Moye and crew were in charge of the train while Engineer Spidel was at the throttle of the giant locomotive.

Engine No. 931 met with an accident at Onava yesterday while pulling train No. 32. The main pin broke due to a small defect, probably a flaw

The Exceptional Equipment

of the California Fig Syrup Co. and the scientific attainments of its chemists have rendered possible the production of Syrup of Figs and Elixir of Senna, in all of its excellence, by obtaining the pure medicinal principles of plants known to act most beneficially and combining them most skillfully, in the right proportions, with its wholesome and refreshing Syrup of California Figs.

As there is only one genuine Syrup of Figs and Elixir of Senna and as the genuine is manufactured by an original method known to the California Fig Syrup Co. only, it is always necessary to buy the genuine to get its beneficial effects.

A knowledge of the above facts enables one to decline imitations or to return them if, upon viewing the package, the full name of the California Fig Syrup Co. is not found printed on the front thereof

which caused the engine to strip itself. Engineer Wm. Coulter who was in charge of the engine stopped the train immediately. Mechanical assistance was sent from this city and the engine was soon put in shape to be brought back to the local shops. Traffic was tied up for one hour and eight minutes. No. 10 was held here until about 2 o'clock yesterday afternoon.

Engine No. 1700, a picture of which appeared in The Optic recently, will pass through this city within the next few days. This engine is of the type of the largest freight locomotive in the world, being much heavier and larger than the enormous passenger engines which have been passing through the city of late. The engine is made by the Baldwin Locomotive

works of Philadelphia and has been built for service on the coast lines, doing duty on the heavy grades between Needles and San Bernardino, Calif. This engine arrived in Newton, Kan. last evening and its schedule as near as can be learned will be published in this paper that every one may have an opportunity of seeing this massive engine.

Engine No. 921 which has been in the Vegas shops for the past ten days for a general overhauling, came out of the shops yesterday and has been returned to the Glorieta mountain run to take up its former duties. Engine No. 921 will relieve engine No. 914 which was recently transferred from service on the Raton mountain. Engine No. 914 will be transferred back to the Raton division for service on the mountain.

Cecilio Apodaca has contracted to load 1,380 tons of coal for the Santa Fe railroad at Wagon Mound. The coal is now on the ground beside the track at that point, having been dumped there last fall. Apodaca will put a force of ten men at work Monday and will load 100 tons a day. During the fall when there is but little demand for coal, the railroad stocks up, dumping the coal along the track at various stations where it can be reloaded conveniently. At this time of the year, when the mines have call for all the coal they can produce, the road falls back upon the stock thus stored along its line.

Alone in Saw Mill at Night

unmindful of dampness, drafts, storms or cold, W. J. Atkins worked as night watchman, at Banner Springs, Tenn. Such exposure gave him a severe cold that settled on his lungs. At last he had to give up work. He tried many remedies but all failed till he used Dr. King's New Discovery. "After using one bottle," he writes, "I went back to work as well as ever." Severe colds, stubborn coughs, inflamed throats and sore lungs, hemorrhages, croup and whooping cough get quick relief and prompt cure from this glorious medicine. 50c and \$1.00. Trial bottle free, guaranteed by all druggists.

People Must Help Themselves

IF STRUGGLE TO PREVENT SPREAD OF CONSUMPTION IS TO BE REALLY SUCCESSFUL

It is a grand work that is being done by the various societies for the study and prevention of tuberculosis, but unless the people help, at least to the extent of taking ordinary precautions to avoid contracting the disease themselves, it will be impossible ever to attain the full measure of success.

Neglect of a cough or cold often leads to consumption. The cough irritates the lungs and leaves them sore and very susceptible to tubercular germs. To break up a cold quickly the following mixture is most effective. Mix two ounces of Glycerine, a half ounce of Virgin Oil of Pine compound pure and eight ounces of pure Whisky. Shake well, and take a teaspoonful every four hours. The ingredients are not expensive and can be bought in any good drug store.

It is claimed by the Leach Chemical Co., of Cincinnati, who prepare the genuine Virgin Oil of Pine compound pure, that this mixture will cure any cough that is curable.

So much sympathy is given the women that it is a constant surprise some woman doesn't sue her husband for \$10,000 damages, because he spoke cross to her.

Choked to Death

is commonly said of babies who have died of the croup. How unnecessary this is. No child ever had the croup without having a cold or cough at the start. If you will stop the first symptom of the cough with Ballard's Horehound Syrup there is no danger whatever of croup. Sold by Center Block Depot Drug Co.

Economy is a habit that continues to grow on a man long after he has any use for it.

For Eczema, Tetter and Salt Rheum

The intense itching characteristic of these ailments is almost instantly allayed by Chamberlain's Salve. Many severe cases have been cured by it. For sale by all dealers.

Simplified spelling at least proves that the spelling of gnat isn't natural.

For A Lame Back

When you have pains or lameness in the back bathe the parts with Chamberlain's Liniment twice a day, massaging with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with this liniment and bind it on over the seat of pain, and you may be surprised to see how quickly the lameness disappears. For sale by all dealers.

When you get into hot water it helps some to keep your mouth shut.

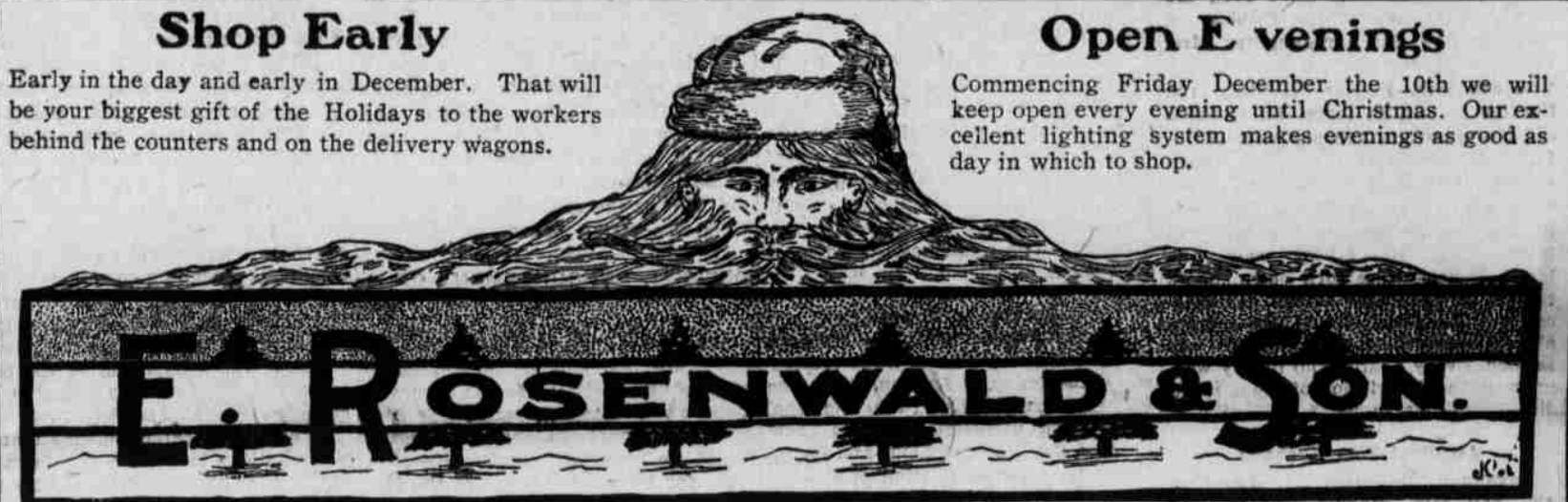
Poley's Kidney Remedy will cure any case of kidney or bladder trouble that is not beyond the reach of medicine. Cures backache and irregularities that if neglected might result in Bright's disease or diabetes. Red Cross Drug Co. and O. G. Schaefer.

Shop Early

Early in the day and early in December. That will be your biggest gift of the Holidays to the workers behind the counters and on the delivery wagons.

Open Evenings

Commencing Friday December the 10th we will keep open every evening until Christmas. Our excellent lighting system makes evenings as good as day in which to shop.



SHARP UNDERPRICING IN LADIES' SUITS

The heavy selling earlier in the season has left us with a few high class Suits in broken sizes. Several exceptionally good models in 40 and 42. These are all this season's goods from the best manufacturers in the country. Style, fit and quality of the very best and our usual guarantee goes with every suit. To clean up the lot we will give, this week,

25 Per Cent Discount.

TOYLAND IS LOCATED IN OUR FOURTH AISLE

OUR TOYLAND is SANTA CLAUS headquarters for Las Vegas and vicinity. He has borrowed our shelves and counters and filled them with everything imaginable in the way of toys, dolls, etc.

No matter what the Children may wish Santa can supply the demand from his stock in our store, and naturally this department is filled with enthusiastic children all day long. Their happy, joyous anticipation of the coming Holiday events would tickle any old "Santa." Bring the children in and let them look over Santa's own stock; pick out what they wish and leave an order for it.

TOYS

Wagons, Sleds, Tool Chests, Velocipedes, Wheelbarrows, Magic Lanterns, Iron Toys, of every description, Mechanical Toys, Woden Toys for the boys and Dolls, Pianos, Furniture, Dishes, Doll Beds, Doll Cradles, Doll Clothes, Doll Trunks, Go-Carts for the girls.

FANCY APRONS

This season we have a beautiful line of fancy Aprons made in the daintiest, most pleasing styles and from the sheerest materials. Tastefully trimmed with Lace, Ruffles and Ribbons. A very popular and appropriate gift. Prices 50c to \$3. each.

DOLLS

Our line of Dolls is one of the largest in the Territory including every kind, size and description of Dolls, Wooden Dolls, China Dolls, Bisque Dolls, Kid Dolls, and Rag Dolls that do anything possible for dolls to do.

OUTING FLANNEL GOODS

Children's Outing Flannel Gowns, well made from good quality of flannel 65c

Ladies' Outing Flannel Gowns, full styles, fast colors, trimmed white braid 65c

Ladies' Outing Flannel Gowns, collars and cuffs in contrasting colors, trimmed with braid 85c

Ladies' Outing Flannel Gowns, of extra quality, neatly made and good weight \$1.00

Ladies' Outing Flannel Skirts, knee length, good quality, variety of patterns 85c

KNIT GOODS

LADIES' SWEATERS.

\$3.00 and \$3.50 sweaters for \$1.95
\$4.00 to \$5.00 sweaters for \$3.50
\$6.00 to \$7.00 sweaters for \$5.00
\$8.00 to \$8.50 sweaters for \$6.00

KNIT SKIRTS.

35c skirts for 25c
75c skirts for 60c
1.00 skirts for 75c
1.25 skirts for 1.00

INFANTS' KNIT GOODS

A large and attractive line of Infants' knit sacques in White, Blue and Pink at 35c, 60c, \$1.00 and \$1.25.

Also a large assortment of Infants' Booties to match the sacques, at 10c, 20c, 25c, 35c and 50c.

SHOES

Ultra shoes for women \$3.50

Rosenwald Special for women \$4 and \$5

Sanatorium shoes for women \$3.50

Fox's fancy Slippers \$2 to \$6

Children's shoes 65c to \$2

Felt Slippers, 50c to \$3

Boys' soft sole shoes, 35c to 65c

Crossett shoes for men \$4 to \$6

Douglas shoes for men \$2 to \$3.50

Douglas shoes for boys \$1.75 to 3.50

Rubbers for Everybody
Polishes for all Shoes.

AGONY OF ECZEMA BEYOND WORDS

Whole Body a Mass of Raw, Torturing Humor—Hair All Fell Out and Ears Seemed Ready to Drop Off—Clothing Would Stick to Bleeding Flesh—Hoped Death Would End Fearful Suffering.

CASE SEEMED HOPELESS BUT CUTICURA CURED HER

"Words cannot describe the terrible eczema I suffered with. It broke out on my head and kept spreading until it covered my whole body. I was almost a solid mass of sores from head to foot. I looked more like a piece of raw beef than a human being. The pain and agony I endured seemed more than I could bear. Blood and pus oozed from the great sores on my scalp, from under my finger nails, and nearly all over my body. My ears were so crusted and swollen I was afraid they would break off. Every hair in my head fell out. I could not sit down for my clothes would stick to the raw and bleeding flesh, making me cry out from the pain. My family doctor did all he could, but I got worse and worse. My condition was awful. I did not think I could live, and wanted death to come and end my frightful sufferings.

In this condition my mother-in-law begged me to try the Cuticura Remedy. I said I would, but had no hope of recovery. But oh, what blessed relief I experienced after applying Cuticura Ointment. It cooled the bleeding and itching flesh and brought me the first real sleep I had had in weeks. It was as grateful as ice to a burning tongue. I would bathe with warm water and Cuticura Soap, then apply the Ointment freely. I also took Cuticura Resolvent for the blood. In a short time the sores stopped running, the flesh began to heal, and I knew I was to get well again. Then the hair on my head began to grow, and in a short time I was completely cured. I cannot praise Cuticura enough. I wish I could tell everybody who has eczema to use Cuticura. My condition was so terrible that what cured me cannot fail to cure anybody of this awful disease. If any one doubts the truth of this letter, tell them to write to me. Mrs. Jm. Hunt, 135 Thomas St., Newark, N. J., Sept. 28, 1908."

Cuticura Soap, Ointment and Resolvent (Mailed Free, Latest Cuticura Book.)